

AMENDMENTS TO THE CLAIMS:

Please replace the claims with the claims provided in the listing below wherein status, amendments, additions and cancellations are indicated.

1. (Currently Amended) A method for manufacturing a light alloy automotive wheel having an outer rim portion, an inner rim portion and a center disc portion, comprising: forming a rim well rising portion ~~formed so as to rise that rises~~ radially outwards from a rim well; [[,]] providing an excess thickness on one or more of an outside diameter of a rim flange and an outer side of the rim flange; separating a portion of an outer rim which has the excess thickness and extends from a hump to a bead seat ~~is separated from part of [[a]] the rim flange; and is caused~~ causing the portion of the outer rim to fall inwards of a wheel width in a sloping fashion so as to be joined to a top or side of the rim well rising portion, whereby an annular hollow portion is formed in and radially inwards of a bead seat portion.

2. (Canceled)

3. (Currently Amended) A light alloy automotive wheel manufacturing method as set forth in Claim 1[[or 2]], characterized in that the

portion extending from the hump to the bead seat and the rising portion of the rim well are joined together by welding.

4. (Currently Amended) ~~A light alloy automotive wheel manufacturing method as set forth in Claim 1 or 2, characterized in that~~ A method for manufacturing a light alloy automotive wheel having an outer rim portion, an inner rim portion and a center disc portion, comprising: forming a rim well rising portion that rises radially outwards from a rim well; forming a hollow portion in a spoke of the center disc portion[[,]] so that as to form a hollow portion in which the hollow portion in the spoke and the annular hollow portion are made to communicate with each other; separating a portion of an outer rim which extends from a hump to a bead seat from part of a rim flange; and causing the portion of the outer rim to fall inwards of a wheel width in a sloping fashion so as to be joined to a top or side of the rim well rising portion, whereby an annular hollow portion is formed in and radially inwards of a bead seat portion.

5. (Canceled)

6. (Withdrawn) A method for manufacturing an integrated light alloy automotive wheel comprising a center disc portion and outer and inner rim portions, comprising a slope portion formed so as to rise radially outwards from a rim well, and an annular patch is joined to the slope portion and the outer rim, whereby an annular hollow portion is formed in and radially inwards of the bead seat portion.

7. (Withdrawn) A light alloy automotive wheel manufacturing method as set forth in Claim 6, characterized in that the patch is made of a light alloy similar to a light alloy of a wheel main body and is joined to the wheel main body by welding at both or either of circumferential end portions thereof so as to form the bead seat portion.

8. (Withdrawn) A light alloy automotive wheel manufacturing method as set forth in Claim 6, characterized in that the patch is formed by molding an inorganic fiber or high tensile strength resin fiber with a resin or as a composite material of the fiber with a metal and then joined to the wheel main body.

9. (Withdrawn) A light alloy automotive wheel manufacturing method as set forth in any of Claims 6 to 8, characterized in that a spoke is formed hollow, so as to form a hollow portion by causing the hollow portion in the spoke and the annular hollow portion to communicate with each other.

10. (Withdrawn) An integrated light alloy automotive wheel manufactured by the manufacturing method as set forth in any of Claims 6 to 8.

11. (New) A light alloy automotive wheel manufacturing method as set forth in Claim 4, characterized in that the portion extending from the hump to the bead seat and the rising portion of the rim well are joined together by welding.